

A Year of Change

A Year of Change. A Year of Achievement.

Besides the largest construction season in its history, MoDOT hit high notes in many other areas during Fiscal Year 2002. From a statewide anti-littering campaign to new work-zone guidelines, the department did its best to make a positive difference for Missourians.

MoDOT Promotes "No MOre Trash!"

Tired of picking up litter in parklands, streams and roadsides, the Missouri departments of Conservation and Transportation joined together in 2002 to create Missouri's first statewide anti-litter campaign.

The goal of the "No MOre Trash!" campaign was to reduce littering in Missouri. Although MoDOT spends more than \$6 million a year to clear

litter from highways throughout the state, along with more than 3,500 Adopt-A-Highway groups whose efforts are worth another \$1.5 million, litter still is a huge issue on roadsides and elsewhere around the state.

The campaign initially targeted 16-to-24-year-olds, the age group research shows is most likely to litter. Television spots, a web site, a video contest, posters, banners, hand stamps and signs all helped get the message out.

A 30-second television spot ran on Comedy Central, MTV, BET and other cable networks. Target markets included St. Louis, Kansas City, Columbia, Jefferson City, Springfield and Cape Girardeau.

The "No MOre Trash!" video contest offered an opportunity for teams or individuals age 16-24 to submit an original 30-second anti-littering video and compete for cash prizes. Winning entries are used to help promote the campaign.

MoDOT and MDC jointly provided \$80,000 to fund the campaign. MoDOT's portion came from federal enhancement monies that cannot be used for construction. MDC contributed \$30,000. The agencies hope to raise additional funds to expand the campaign.

The "No MOre Trash!" effort also received strong support from the Missouri Anti-litter Advisory Board established by Gov. Bob Holden and First Lady Lori Hauser Holden. The board includes government, business and nonprofit organizations that will help carry litter-free messages to the rest of the state.

Additional information about the No MOre Trash! campaign is available at www.nomoretrash.org.



2002 Work-Zone Changes, For the Better

To improve safety for motorists and highway workers, use resources more efficiently and reduce travel delays, MoDOT changed its statewide guidelines for road work in spring 2002.

With limited funding and a deteriorating transportation system, MoDOT has begun focusing more of its resources on preservation and maintenance. Because of this, more work is being done in traffic. MoDOT had to come up with a new strategy to make sure motorists get where they're going safely and quickly. These strategies are across-the-board, from the contract-award process to the day-to-day work in the zone.

The new guidelines focus on:
Safety – It's MoDOT's No.1 concern.

Convenience – We're reducing disruptions for motorists by shifting work to night and off-peak hours when possible, managing multiple projects at one time and setting appropriate speed limits.

Communication – MoDOT informs the traveling public about upcoming projects and alternate routes.

To implement the guidelines, MoDOT immediately began:

- Designating a statewide work-zone coordinator, who assesses the statewide impact of work zones, organizes lane closures and oversees work on the National Highway System.
- Designating district work-zone coordinators, who organize lane closures, and ensure work zones run safely with the least amount of inconvenience to motorists.
- Changing how projects are awarded. Before a project is awarded, plans are reviewed by a team to ensure the effects on the public are minimal and the work zone is safe.

- Reviewing MoDOT roadway maintenance activities. District engineers will review scheduled lane closures to ensure they are scheduled properly to minimize traffic problems and use equipment and workers efficiently.
- Reviewing commercial utility/permit work. Every effort will be made to minimize traffic backups. Traffic control plans will be inspected and district work zone coordinators will be notified at least 48 hours before a closure begins.
- Reviewing active construction project work zones. Active projects will be reviewed to make certain work zones are orderly, safe and traffic back-ups are kept to a minimum. Contract specifications will be reviewed and work restrictions will be enforced.





High-Tech Weigh Stations Come to Missouri

An innovative public-private partnership approved by the Missouri Highways and Transportation Commission uses the latest technology to allow commercial vehicles to bypass weigh stations, saving time and money and making roadway travel safer for everyone.

PrePass technology allows participating truck operators to be pre-screened as they approach weigh stations. Sensors at the weigh station verify whether a truck driver has a satisfactory safety rating and is current on registration fees, fuel taxes and insurance. This information is passed along to a small transponder attached to the truck's windshield. Truck drivers see a green or red light and hear a tone inside the cab telling them to pass or stop. It just takes a second, and assuming all is well, the drivers keep traveling, saving time and money.

Approved in April 2002, Missouri's first PrePass site opened to truck traffic a few months later. Before PrePass, vehicles had to stop at every open station to weigh and provide information to ensure vehicle registrations were in order and the proper fees were paid. This takes drivers' time and lost time means lost money.

The 19 weigh stations slated to use PrePass receive the most traffic – typically more than 300,000 commercial vehicles per year. Together, they will monitor nearly all truck traffic entering the state. Missouri weigh stations are owned and operated by MoDOT. The Missouri State Highway Patrol conducts inspections.

The motor-carrier industry also benefits from carrier-incentive programs encouraging compliance with safety regulations and credential requirements.

The PrePass system has been installed in 23 other states, including most of Missouri's neighbors. Nationally, about 190,000 trucks are registered to use PrePass.

Missouri's 19 locations also will have scales installed on highway lanes that can weigh the trucks as they pass. Weigh-In-Motion scales placed ahead of the weigh stations allow PrePass-equipped trucks that are also within weight limits to proceed.

Motor Carrier, Rail Services Consolidated

In 2002, Missouri's motor-carrier and rail services became more efficient. Several state programs were consolidated into the Motor Carrier Services and Multimodal units in MoDOT. The consolidation will result in savings for taxpayers and safer roads. Consolidation of services also will result in a

MoDOT fact

Missouri has more than 150 public airports, a rail system spanning more than 4,000 miles and 14 public port authorities.

common database that's compatible with other agencies serving the trucking industry, leading to better service and improved enforcement.

The agencies in the merger include MoDOT's existing Motor Carrier Services Unit, the Department of Revenue's Highway Reciprocity Commission, the Department of Economic Development's Division of Motor Carrier and Railroad Safety, and part of the Department of Natural Resources' solid and hazardous waste management program.

Railroad safety programs became a part of the Rail Section in MoDOT's Multimodal unit. The rail safety unit inspects tracks, hazardous materials and grade crossing signals. Staff also investigates all grade-crossing fatali-

ties and safety conditions at crossings. It also coordinates the Operation Life-saver program to reduce rail grade-crossing accidents.

MoDOT now will process all applications for commercial-vehicle operation, annually register all Missouri-based motor carriers, and collect and remit International Fuel Tax Agreement taxes received from motor carriers.

Efforts to improve the efficiency of the state's commercial vehicle operations have been underway since March 2001. Prior to consolidation, commercial-vehicle operators had to visit as many as four separate state agencies to obtain necessary licensing and permit documentation.

These efficiency efforts were recognized by a 2002 Governor's Award for Quality and Productivity. (see related story on page 18)

MoDOT fact

The Federal Highway Administration reports that MoDOT spends just 3 percent of its budget on administrative costs, the fifth lowest among the 50 states.

